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The Daily Press.

HONGKONG, JUNE 17th, 1913.

The Board of Education in Peking has we see, been once more grappling with the vexed problem of the simplification of the Chinese language. There have been many attempts in this direction in the past, the last previous to this being that of Professor RIVETTA, who compiled an alphabet which, he claimed, was perfectly adapted for the reproduction of Chinese sounds in what for want of a better term may be described as European letters. (His alphabet included Greek and Russian letters, so to describe it, as was done at the time, as one for the romanization of Chinese was scarcely correct.) It is easily apparent that there are serious disadvantages in the use of letters imported from other languages—apart from everything else, it would mean added labour in learning to write characters ill-suited to the Chinese brush-pen—and the Educational Conference appointed by the Board of Education has avoided this mistake. Its alphabet, consisting of 24 initials and 15 finals, is built up of parts of Chinese ideographs embodying the sounds which it is desired to represent. These letters, with which any Chinese word can be readily remembered, as well as being as easily written as the component strokes of the ideographs. This system indeed would seem to be essentially the same as Wu CHUN-PU's "Word-mother" system, which had an appreciable vogue in North China eight or ten years ago, receiving favourable notice from the Viceroy of Chihli, YUAN

SHUN-KAI. Now that it is revived under the aegis of the Board of Education, it may well enjoy a fair measure of popularity for a time, but the difficulties created by the wide variations of provincial dialects and by the limited number of word-sounds of the Chinese language make it impossible that it should become a permanent institution. To apply the test of a concrete example, the ideograph meaning "yellow" is pronounced *huang* in North China, *wing* in Ningpo, *nee* in South China, and *ng* at Swatow—is it possible to discover any system of initials and finals that will ensure that these various sounds shall, in the simplified writing, still be represented by the same sign? This might be practicable if there were a hard-and-fast Grimm's Law applying to the various dialects, but in the absence of any such cohesive factor, the only result of the adoption of any such simplified system would be to render confusion worse confounded. However wide the divergence between dialects, there is at present one factor that preserves the unity of the language—the written character—and anything that destroys that would be a step towards the development of the dialects into absolutely distinct languages. Anything that would tend in that direction would be especially unfortunate at a time when, as one paper reports, there is a trend of opinion towards making Cantonese, and not Mandarin, the means of intercommunication throughout South China. The line of cleavage between the Cantonese and the northern Chinese is, as things are, sufficiently marked to require an effort of statesmanship to obliterate it: the divergence in the spoken language is an important contributing cause to this state of affairs, and if a divergence is permitted to arise in the written language also, the natural disruptive forces will require a strong political unifying force to counteract them. Any system of simplifying the writing of Chinese as it stands must be more or less local in its application—it would probably be possible to compile a system applicable throughout the whole of the vast area, about two-thirds of China, in which the Mandarin dialect, in some form or other, is spoken, but the only effect would be to render more pronounced the difference between the Mandarin of North and Central China and the dialects of the South. It is, in our opinion, rather by a simplification of the style of composition in the written language that an improvement will have to be effected, by the abolition of the obscure and archaic *wen-li* which every Chinese delights to use as soon as he puts pen to paper, and by the approximation of the written to the spoken language, coupled with the introduction of signs for inflections and particles on the lines of the *kata-kana* of Japan. The thought of tampering with an ancient language must be repulsive to many, but it is difficult to avoid the conclusion that the Chinese language as it stands is an obstacle to the progress of the people using it. The clause in the Treaties to the effect that, in case of any divergence of meaning between the Chinese and European versions, that in the latter language is to prevail, is a sufficient demonstration that classical or official Chinese is but ill-adapted to meet the requirements of modern life. Clarity and intelligibility would doubtless be gained by the use in written documents of language approaching the periphrastic colloquial style, but to combine word-accuracy with conciseness, additional particles to serve as, say, relative pronouns are necessary. One thing is certain—the Chinese language must adapt itself to modern needs, and to the needs of a people who, while learning the value of universal education, are casting aside the classical tradition. Moreover, while it is desirable to make the written language accessible to all who have a rudimentary knowledge of Chinese ideographs, it is still more desirable to preserve the unity of the written language, and it appears probable that modern Japanese may serve as an indication of the line along which the solution of the combined problem is to be found.

A junk owner was found shot in Pokfulam Road on Sunday at about mid-day. The man had several shares in other junks. The police are investigating the matter.

The Tientsin census of foreigners gives, excluding military detachments, 3,945, of whom the Japanese number 2,175, the British 634, the Germans 405, French 149, Americans 145, and Russians 140.

The police notify that a large double-cased watch, with a curb chain attached, has been found in a pawnshop. It is suspected that they been stolen, but there is no clue to the owner. Upon sending a full description of the articles to the police, the owner will have the watch and chain returned.

The Pagal Gymkhana has now been fixed for Saturday next at the U.S.R.C. grounds, Kowloon.

Eight chests of opium were publicly burned at Chefoo recently by order of the Chinese officials who seized them as they were being landed from a vessel.

Sir Charles Eliot, K.C.M.G., Principal of Hongkong University, arrived in Peking on the 11th inst. The object of his visit is stated to be to advance his studies in Mandarin.

It is understood that Ivan Chen will probably proceed to Darjeeling to represent China at the conference regarding Tibet instead of Wen Tsun-yao who was originally mentioned in this connection.

The police have received information that whilst Mr. and Mrs. Franz Winkler, of No. 14, Austin Avenue were away, some person or persons ransacked the house and took away property to the value of \$1,229. The two house boys have absconded.

Of the ten cases of plague reported last week, eight proved fatal. The return for the 48 hours ended at noon yesterday showed five cases, all fatal. All the victims were Chinese. Only one case of diphtheria was reported during the week, and one case of puerperal fever (fatal), while the enteric fever cases numbered eight, one proving fatal. Of the latter three were British, three Chinese and two Portuguese. Smallpox claimed four victims, all Chinese, every case notified proving fatal.

THE GERMAN
CELEBRATIONS.RECEPTION AT THE GERMAN
CLUB.

The German Community in Hongkong celebrated the twenty-fifth anniversary of the reign of the Emperor of Germany yesterday, by a reception at the German Club at noon and by a banquet at the Club in the evening. All German business houses were closed for the greater part of the day, and the German flag was much in evidence. S.M.S. *Ilia* was the only German warship in port, and there was no British warship but the receiving ship *Tamar*, which, like the *Ilia*, was dressed for the occasion.

The Reception at the German Club was very largely attended. It is probably no exaggeration to say that every male German in the Colony was present, but it would probably be also true to say that there was quite as large a number of British subjects present. H.E. the Governor (Sir Henry May, K.C.M.G.), H.E. Major-General Anderson, C.B., and practically all the heads of Departments in the Civil Service of the Colony were there, besides a large number of Naval and Military Officers and leading residents of all nationalities. All the Foreign Consuls were also present. The Consul (Dr. Crull) with Mr. Becker (Chairman of the Club), Mr. Friesland, and Mr. Siebs received the guests as they entered the building.

The function took place in the large dining room, which had been artistically adorned for the occasion with greenery, flags, etc. At the head of the room stood an excellent bust of the Kaiser amid a hower of palms, with the German and British ensigns on the wall above, while at the opposite end of the room was a large etching of the Kaiser, and in another part of the hall a large photograph of His Majesty.

Just before 12 o'clock Mr. A. BECKER, Chairman of the Club, paid the graceful compliment to the Colony of proposing the health of H.M. King George V., which was duly honoured.

Dr. Crull, the Acting Consul for Germany, then proposed the health of H.M. the Emperor of Germany in a speech of which the following is a translation:—Your Excellency, Gentlemen—Twenty-five years have elapsed since Kaiser Wilhelm II. succeeded his late lamented father on the throne. These 25 years have proved to the German Empire an era of blessing and of peace, and it is with justifiable pride and genuine expressions of joy that the German people review it. We also, we Germans living far from our Homeland, join with the festive throng throughout the world in offering to the Kaiser our loyal homage. That we do not stand herein alone, but that we see taking part representatives of that nation on whose territory we live, whose protection we enjoy, and to whom we shall always feel grateful for the hospitality granted us during long decades, is to us a special cause of satisfaction. In the name of the German Colony, I beg to express to your Excellency our appreciation of the great honour which you have designed to confer on us by your visits to yesterday's and to-day's festivities, and your Excellency may rest assured that the remembrance of the more than ordinary share of goodwill meted out to us Germans by your Excellency on these occasions will be retained in the hearts of my

fellow-countrymen, as I will always keep it, with sincerest gratitude. We Germans have also to thank those who, either as representatives of their respective nations or as heads of departments, or in the simple capacity of friends and acquaintances, are helping us to celebrate this day of rejoicing. Gentlemen, let me give expression to the hope that to our venerated and beloved Emperor may yet be given long years of happy reign, that the German Empire under his rule may further prosper and develop while at peace with its neighbours and always in closer relations with the nation that hails from the same stock as we do, so that the words remain true, which our Emperor uttered during his first sojourn in London in 1891 as a reigning monarch: "Following the example set me by my grandfather and my never-forgotten father, I shall always maintain the historical bond of friendship between our two nations, as well as may rest in my power, thanks to which they have been so often united in the past for the protection of freedom and of justice." Gentlemen, His Majesty the Kaiser! Hurrah! hurrah! hurrah!

The toast was honoured with enthusiasm. H.E. THE GOVERNOR then addressed the gathering in German, speaking with a perfect accent. His speech translated, was to the following effect:—Gentlemen and honoured Consul—On behalf of my compatriots, and indeed I may add in the name of the whole Colony of Hongkong, I must express our heartfelt participation in the rejoicings with which our German friends are rightly overwhelmed to-day on the occasion of the celebration of the 25th anniversary of the accession of the Emperor and Empress of Germany. I can assure you that we are one and all animated by the earnest hope that His Majesty the German Emperor may long be spared to his people, nay, to the world; and that the flourishing Empire whose destinies are placed in his hands may, under the government of His Majesty, continue uninterruptedly on its career of glorious achievement.

His Excellency added his thanks for the kind references Dr. Crull had made to the participation of the British community in the rejoicings of the day, and the speech was received with hearty applause.

At the conclusion of the speech the Band of the Duke of Cornwall's Light Infantry, which was stationed on the lawn, played the German National Anthem and a salute was fired on the *Ilia*.

On the facade of the German Club had been placed a large W. surmounted by a crown, picked out in electric bulbs and the illumination at night was very effective. The grounds of the Club and the building itself were also illuminated by red Chinese lanterns. A very successful banquet was held at the Club last night.

WIRELESS TELEPHONY.

SUCCESSFUL EXPERIMENTS AT KOBE.

The wireless telephone invented by Mr. Torigata, of the Communications Department, was again tried at Kobe on Thursday morning (5th instant), says the *Japan Chronicle*, between the look-out station of the Kobe Harbour Office at Wada Point, and the T.K.K. steamer *Tenyo-maru*, which arrived from Yokohama. It having been arranged with the steamer that further experiments would be made at Kobe, three operators took turns at the apparatus at Wada Point early in the morning to pick up the expected signal from the *Tenyo-maru*. At about 8 o'clock the signal came from the steamer, and an operator at once got into communication, when the message, "The *Tenyo-maru* is now passing through the Kii Channel," was distinctly heard. The distance at that time between the steamer and Wada Point was thirty miles. The experiment is considered very satisfactory. The steamer had tried to get into communication from the Enshu-nada (off Totomi Province), but without result.

A variety of tests were made as the steamer approached Kobe, all with satisfactory results. Upon the arrival of the steamer off Wada Point, Mr. Maruge, an expert, boarded the steamer and made arrangements for further experiments. The steamer was then lying a mile from the shore and communication was again established at 10 o'clock. The weather was rough, and the conversation was occasionally disturbed by the sounds of wind and waves, but music played by a phonograph on the shore at Wada was distinctly heard on board the steamer. A representative of the *Asahi* was also invited by the operators to converse with the telephonist on the *Tenyo-maru*, and found no difficulty in doing so.

THE "EMPRESS" LINE.

The Canadian Pacific Railway Company has decided to construct two more vessels for its Atlantic service. These will be larger than the same company's steamers *Empress of Britain* and *Empress of Ireland*. By the addition of these ships the fleet of the Canadian Pacific Company will number, including ships now under construction, 77 vessels. The company operates its own services on the Atlantic and on the Pacific, in addition to maintaining a service on the Great Lakes and the rivers and lakes of British Columbia. The Pacific service of the company, between Vancouver and the Far East, was established in 1887. In 1891 the *Empress of India* and the *Empress of Japan* were placed on this service, and to them have this year been added the *Empress of Russia* and *Empress of Asia*, two vessels of 16,850 tons and 21 knots.

TELEGRAMS. TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE KAISER'S SEMI-
JUBILEE.

CELEBRATIONS AT SHANGHAI.

SHANGHAI, June 16th.

The celebrations of the 25th anniversary of the Kaiser's reign by the German community commenced with a torchlight procession on Saturday night, and culminated with a bonfire to-day. A special service was held in the Town Hall, and a Royal Salute was fired from the Bund.

A reception was given at the Consulate, and sports were arranged for the German sailors.

In the evening there was dancing, music, and fireworks at the German Garden Club, and all the buildings were illuminated. Crowds participated in the celebrations, and a spirit of international co-operation was shown.

AVIATION IN THE JAPANESE
ARMY.

THE FIRST OFFICIAL FLIGHT.

TOKYO, June 16th.

After repeated postponements, the military aviators attempted this morning to fly from Tokorozawa to Konodai, a distance of fifty miles.

Lieut. Nagasawa accomplished the journey, using a Maurice Farman machine, but Lieut. Oka failed. He was using a Tokogawa machine.

This is the first official distance flight that has taken place.

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

FRANK STATEMENT BY THE WAR MINISTER.

PARIS, June 16th.

M. Etienne, the French War Minister, in the course of a stirring speech at Rennes in defence of the Triennium Service Bill, said they had to face the fact that France had now 470,000 soldiers able to be placed in the field against Germany's coming 330,000. "She must have designs," he said, "but these designs are not for me to fathom. I have not to judge the German policy, but have to take the necessary measures—Do you want to be Germany's vassals and satellites? (Cries of No.) Nor do we. We shall pursue our aim to the end, whatever the fatigue. We want peace with dignity, but if war comes, if we are attacked, we will go on to victory."

PANAMA CANAL DIFFICULTIES.

EXTENSIVE LANDSLIDES.

PANAMA, June 16th.

Landslides on the banks of the Canal continue. One in Culebra Cut represents more than a month's excavation.

THE REPORT OF THE MARCONI
COMMITTEE.

THE SEQUEL IN THE HOUSE OF COMMONS.

LONDON, June 16th.

The *Daily News* states that the House of Commons will be allowed a free vote on the motion approving the Report of the Marconi Committee. The following resolution is likely to be moved from the Government side as a sequel to the debate:—"No Minister in future shall hold a directorship in a Public Company or shares in a Company contracting with the Crown."

OUTRAGE ON SIR EDWARD
CARSON.STRUCK ON THE HEAD BY A MISSILE AT
LEEDS.

LONDON, June 16th.

Sir Edward Carson and party arrived at Leeds, and during a procession round the town he was struck on the head by a missile thrown by a person at present unknown. He was not seriously injured. A woman in the crowd captured a Union Jack carried by one of the processionists.

[THROUGH REUTER'S AGENCY.]

BULGARIA DEFENDS HER
ATTITUDE.

SOFIA, June 16th.

King Ferdinand, replying to the Tsar's telegram, throws the responsibility for the present situation upon Serbia, and declares that Bulgaria is still anxious for arbitration and would sincerely deplore a fratricidal struggle, but the Government cannot oppose the unanimous sentiment of indignation aroused in Bulgaria by the attempts of the Allies to deprive her of the fruits of her victories in defiance of their plighted faith. The reply also points out that Bulgaria has rights in Macedonia which Russia herself has long recognised.

The Bulgarian Cabinet has been formed with Dr. Danef as Premier and Minister for Foreign Affairs. M. Madjaroff, the Minister in London, is Minister of the Interior, and General Kovatcheff, Commander of the Fourth Army, is Minister of War.

THE TSAR AND PEACE.

ST. PETERSBURG, June 16th.

The Government of Russia considering the Bulgarian and Serbian replies to the Tsar's arbitration offer satisfactory, an invitation has been extended to the Premiers of the four Allies to come to St. Petersburg as soon as possible.

SUBWAY COLLAPSES IN AMERICA.

ELEVEN NAVVIES KILLED.

NEW YORK, June 16th.

Eleven navvies were killed by the collapse of a subway. Six of the bodies have been recovered.

INTERNATIONAL POLO.

DESCRIPTION OF THE SECOND GAME.

LONDON, June 16th.

In the second polo game between England and America, Freake replaced Monte Waterbury. The combination of both teams was excellent in the opening stages, the ball being carried up and down the field. The Americans saved twice, and eventually Cheape scored in 4min. 25secs. The Americans distinctly improved in the second portion, but missed shots, and were penalised for a foul. They displayed fine combination in the third period, which resulted in Stoddard scoring. The Americans scored in the fourth period, twice in quick succession, and Cheape replied with a second goal in the fifth period, after exciting play, and then a third. The sixth period was most exciting. After misses, Cheape and Freake both scored. As the result of desperate efforts, play was transferred to the other end, Waterbury and Stoddard scoring. Milburn fell in the seventh period, but fortunately was unhurt. Ritson scored, but the point was not allowed, through a foul. Even play followed, and in the last period there was a great struggle, several shots being missed on both sides. Freake was hurt early in the game, but after being attended by a doctor resumed apparently none the worse.

TENNIS CHAMPIONSHIP.

PARIS, June 16th.

The hard court Tennis Championship of the World has resulted in Wilding beating Gobert. The scores were: Wilding, 6-3, 6-3; Gobert, 1-6, 6-4 (1).

ROBBERY FROM A SHOP.

A Chinese was charged before Mr. C. D. Melbourne with stealing 20 fountain pens, 10 amber cigar and cigarette holders, and an assortment of foreign coins, of the total value of about \$350, from Mr. M. Sternberg's shop in Queen's Road Central. It was stated that the defendant, who was employed at the prosecutor's shop as a shop coolie, reported at night to the No. 1 boy that the shop doors were closed, but early on the following morning the back door was discovered wide open, and the articles concerned in the charge missing. None of the property had been recovered. This was the third robbery of a similar character, and on neither occasion had anything been recovered. Defendant denied stealing the articles, and he was discharged.

THE LUNG KWE-SHING CASE.

Definite instructions have now been received from the Ministry of Justice that the trial of Lung Kwe-shing in connection with the murder of Mr. Sung will take place at Sochow before the Court there.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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DIRECT STEAM FOR GENOA, NAPLES, LEGHORN, BOMBAY & PORT SAID VIA SINGAPORE.

(Without Transshipment.)
Taking Cargo at through rates to all Mediterranean Ports, Aden, Bombay, Calcutta, Madras, Singapore, Siam, Java, and other ports in the East.

THE Steamship

"ISCHIA,"
Captain Belito, will be despatched as above on FRIDAY, the 4th July, at Noon.

For further particulars regarding freight and Passage, apply to
CARLOWITZ & Co.
Agents.

Hongkong, 17th June, 1913. [3]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—
Far Eastern News.

Leading Articles:—
Hongkong Currency Problem.

Piracy and Brigandage in Kwangtung.

Bigamy in China.

Hongkong Currency Questions.

China and Mongolia.

Hongkong Currency Legislation.

Random Reflections.

Hongkong.

The Magistracy.

Hongkong Tennis League.

The T.K.K. "Anyo-Maru."

The Kaiser's Semi-Jubilee.

Stolen from a Ship's Cabin.

Chinese Houses Collapse.

Inquest on a Prisoner.

Correspondence.

The Falcated Tent.

Woolen Expatriate at Macao.

Ship's Captain Summoned.

The British India Steam Navigation Co.

Parliament and the Loan.

Telegrams.

Fire on N.S.K. Steamer.

Company Meeting.

Canton Insurance Co.

President's Clemency to Bomb-Throwers.

China's Mineral Resources.

Extradition to Canton.

Indemnity to Merchants.

Foreign Consul in Treaty Ports.

The Piracy of a French Steamer.

Tornado at Macao.

Big Robbery at Macao.

R.M.S. "Empress of Russia."

Accident to the "Canada Maru."

A China Coast Marine Question.

Death of Captain A. W. Outerbridge.

A Prisoner's Death.

The Government and Arms and Ammunition.

Official Appointments.

Mail Train Held up in Siberia.

A Kowloon Sensation.

The Coming German Celebrations.

Accident on the "Kongo."

Hongkong Sub-Coin in the Province of Kwangtung.

Missionaries Fleeing from Mongol Bandits.

Hongkong Football Association.

Victoria Recreation Club Annual Meeting.

The Late General in China.

Women Plotters in China.

Revision of the Companies' Ordinances.

The Mineral Production of the Philippines.

Wedding of Mr. Tang Shao-yi.

Wedding at Peking.

The Peking Plot.

China Inland Mission.

The Jung Kwe-shing Trial.

Bankrupt's Many Interests in China.

Russo-Asiatic Bank.

Russia and Mongolia.

Children in Chekiang.

The Recent Attack on the Arsenal at Shanghai.

Electric Tramways in the East.

China Merchants' Steam Navigation Co.

The Exporters' Association of Shanghai.

The Political Situation in China.

The "Blood and Iron" Society in Shanghai.

Hankow Tea Market.

Nippon Yusen Kaisha.

Italo-Chinese Commercial Company.

Great Northern Telegraph Company.

Hongkong Legislative Council.

The Canton-Kowloon Railway.

Subsidiary Coins and Bank-Notes.

Principal Features of the Hongkong Weather in 1912.

Weather Telegrams.

American Charged with Misappropriation.

Roads in the New Territories.

Companies Registered in Hongkong.

Japan and the Liaoting Peninsula.

American Sent to Prison.

The Attack on British Officers.

The Sotio Extradition Case.

Supreme Court.

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Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

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Hongkong, 17th June, 1913.

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

NEW ADVERTISEMENTS

FROM EUROPE.

THE "HANSA" Steamship

"GOLDENFELS,"

Captain Dieckmann, having arrived, Consignees of Cargo are hereby informed that their

Goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharves and Godown Company, Limited, whence

delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Landing countermanded by the Undersigned.

Optimal Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unshipped after the 2nd inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst. at 2.30 a.m.

No Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:—
Exs. "Agnes" from Norrköping.

Exs. "Norge" from Göteborg.

Exs. "Trollborg" from Åbo.

Exs. "Jelo" from Drammen.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 16th June, 1913. [30]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND MANILA

THE above mentioned Steamer having arrived, Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Company's Godown at West Point, whence delivery may be obtained.

No Claims will be recognized after the Goods have left the Godown, and all Goods remaining undelivered on the 23rd inst. at 5 p.m. in the afternoon, will be subject to storage charges.

All chafed and otherwise damaged Cargo to be left in the Godown, and examination of same to be held on the 24th inst. at 10 a.m.

All Claims must be filed on or before 30th inst. otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, 16th June, 1913. [801]

INTIMATIONS

IN THE MATTER OF THE COMPANIES ORDINANCE No. 58 of 1911,

AND

IN THE MATTER OF THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD.,

(In Liquidation).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the Members of the above-named Company will be held at the Office of Messrs. FRICKEL, FRICKEL & CO., 4, Des Vaux Road, Hongkong, at 12 o'clock Noon, on SATURDAY, the Twenty-first day of June, 1913, for the purpose of having an account laid before them for the year ending 15th May, 1913, and of hearing any explanations that may be given by the Liquidator.

J. HENNESSEY SETH, Liquidator.

Hongkong, the 12th day of June, 1913. [791]

WANTED.

COMPETENT CHINESE TYPIST.

Good handwriting and thorough knowledge of English indispensable.

Apply by letter to—

MANAGER, "HONGKONG DAILY PRESS" Office.

Hongkong, 16th June, 1913. [762]

MASSAGE.

SKILLFUL, Safety in the General or Electric.

MISS MORITA, Care of Nohara Hotel, 15, 16 and 17, Connaught Road, Opposite Blake Pier.

Hongkong, 8th May, 1913. [652]

FOR SALE.

NO. 169, WANCHAI ROAD, on INLAND LOTS No. 742 and 743.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1913. [753]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under Taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch.

Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR, Manager, 10, Queen's Road Central, (First Floor).

Telephone No. 650.

Hongkong, 1st June, 1913. [772]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

COOL AS A SEA BREEZE

The New IDEA and the TRUE IDEA in Summer Underwear as exemplified by

LOOSE FITTING

B. V. D.

COAT CUT UNDERSHIRTS AND KNEE LENGTH DRAWERS.

\$2.50 and \$5.00 per Suit.

SLEEPING SUITS

SHORT SLEEVES. KNEE LENGTH.

\$3.00 and \$4.75 per Suit.

AERTEX

CELLULAR CLOTHING

DAY SHIRTS. TENNIS SHIRTS.

SOFT THROUGHOUT. WITH COLLAR AND POCKET.

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MORE CHANGES! MORE CHANGES!

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WILD WEST STUNTS.

TO-NIGHT! at 9.15 p.m. TO-NIGHT!

NEXT MATINEE WEDNESDAY, JUNE 18TH, AT 4 P.M.

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FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

Special Late Train after each Performance.

Box Plan at ROBINSON PIANO CO., LTD.

COL. BOB LOVE, Touring Manager.

Hongkong, 16th June, 1913. [778]

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ALSO

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., Ltd., Alexandra Buildings.

Hongkong, 12th May, 1913. [665]

TO LET.

NO. 2 WEST END TERRACE, Shamseon

No. 153, PRATA EAST, GODOWN.

FOR SALE or TO LET.

Unfurnished, a HOUSE at The Peak

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 1st June, 1913. [65]

TO LET.

TO LET.

THE Premises presently occupied by D. CHELLARAM, No. 56, QUEEN'S ROAD CENTRAL, is Silk Store. Also a ROOM on First Floor above the Store, jointly or separately.

For particulars apply to—

D. CHELLARAM, 56, Queen's Road Central.

Hongkong, 12th June, 1913. [789]

TO LET.

"BREEZY VILLA," No. 2, Park Road

4-Broomed Bungalow with Tennis Court. Commands splendid View of Harbour.

For Rent, etc., please apply to—

YAP HOK LING, No. 4, Hipon Terrace.

Hongkong, 28th March, 1913. [507]

TO LET.

(From 1st July, 1913.)

NO. 2 MOUNTAIN VIEW, THE PEAK.

Apply to—

LINSTEAD & DAVIS, Hongkong, 10th June, 1913. [780]

TO LET.

ON 2nd FLOOR, No. 2, PEDDER STREET

ONE-ROOMED OFFICE.

Apply to Property Office.

JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd May, 1913. [66]

TO LET.

TO LET.

LA HACIENDA EAST, 74, Mount

Kollet Road.

GODOWN in Ice House Road, at present in occupation of Messrs. E. D. Sassoon & Co.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, 7th June, 1913. [587]

TO LET.



NAPIER JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
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CHEESE

WE beg to inform our Customers that
we have received a New Shipment
of our well-known CANADIAN STILTON
CHEESE.

THE
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JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET.

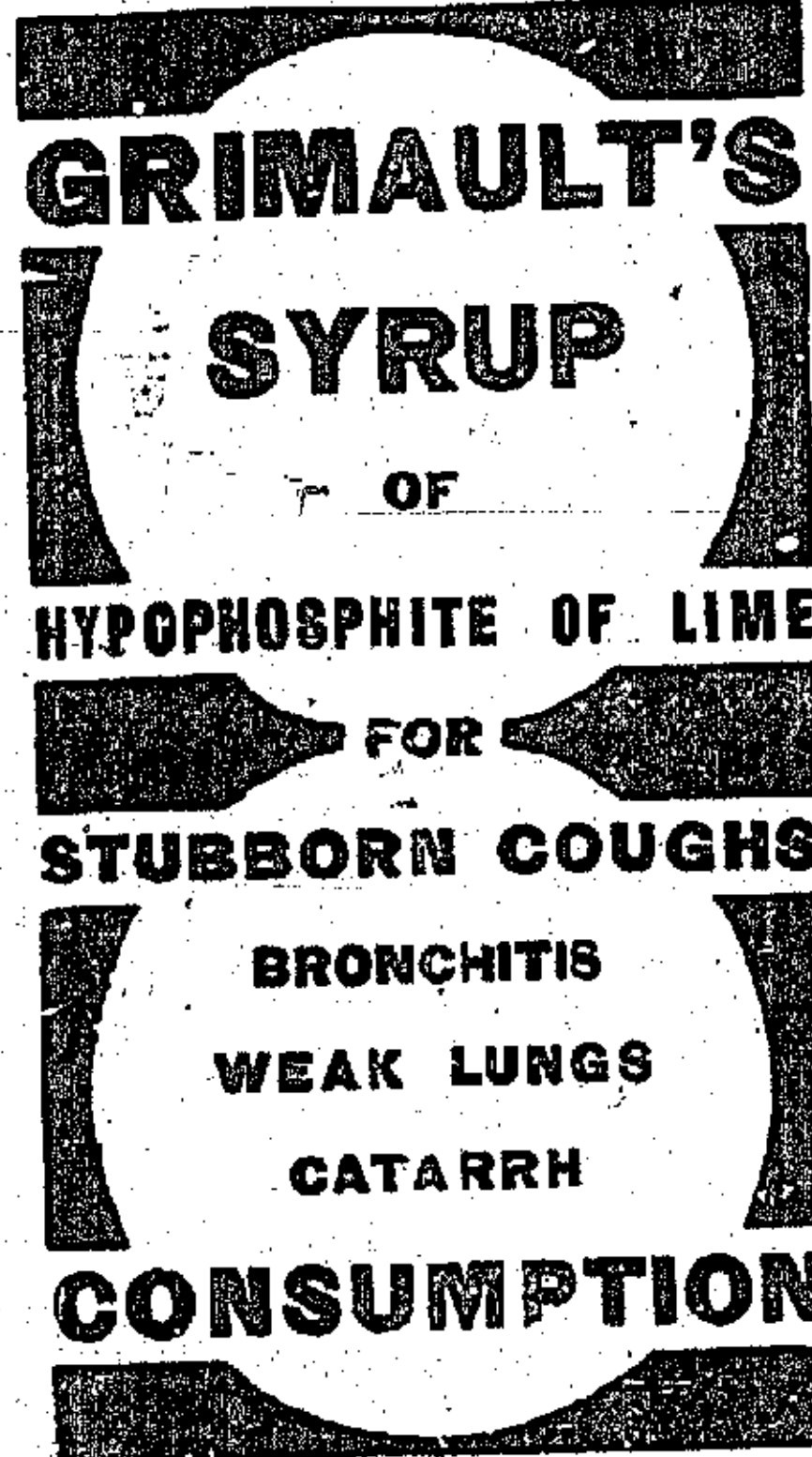
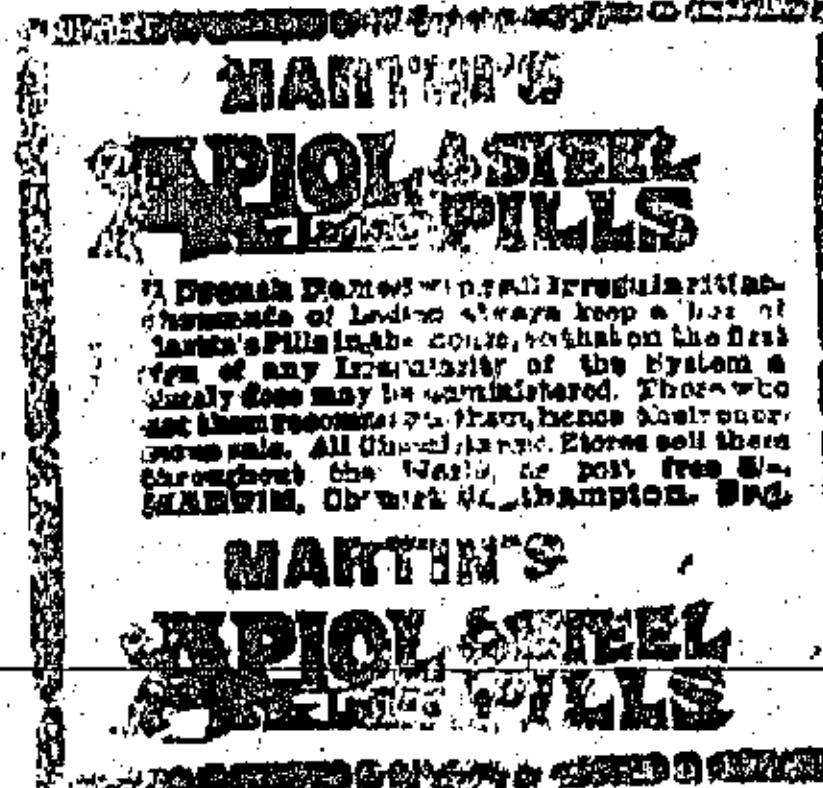
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Hongkong, 10th June, 1913.



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MODERN DANCING.

A CONTROVERSY AND A RETROSPECT.

THE NEED FOR BEAU NASH.

The letter from "A Peeress" in *The Times* denouncing in the strongest terms the favourite dances of the modern ball-room, such as the "Tango," the "Turkey Trot," and the Boston, marks the explosion of a storm which has long been impending, and which has been foreshadowed by many allocations at dancing-school displays and many anathemas in dancing periodicals. These new American dances, if their opponents are to be believed, are not only devoid of beauty, they even smack of impropriety.

This is not by any means the first time that such things have been said about ball-room novelties. "A Peeress" herself tells us of the shocks her grandmother felt at the first sight of the polka, which in its unbridled beginnings was a folk-dance of Bohemia, just as the "Tango" is a folk-dance of Spanish America. In 1844, when the polka first came to London and inspired a craze which neither the "Boston" nor the "Turkey Trot" is likely to rival, the *Illustrated London News* felt it necessary to warn those who wished to dance it that there should be "no stamping of heels or toes, or kicking of legs in sharp angles forward." "This may do very well," it declared, "at the threshold of a Bohemian auberge, but is inadmissible in the salons of London or Paris."

The waltz, too, which a contributor to the correspondence on this subject now describes as "a stolid procession circling slowly round a room," was on its apparition in 1816 at Almack's famous dancing rooms stigmatised as a licentious scandal; and it is doubtful whether it would have been accepted at all in polite circles but for the social autocracy of the Tsar of all the Russias, who was then in England, and who gave it the support of his personal example. This led Byron in some famous verses to deplore that in the "voluptuous waltz."

Round all the confines of the yielded waist
The stranger's hand may wander undisplaced.

Nothing very terrible seems to have followed this audacity, so perhaps nothing worse is to be feared from the fashion of clasping one's partner *vis-à-vis* which has been brought in by the "Turkey Trot." It would be difficult, as a matter of fact, to find any period when suspicious of this kind were not expressed about fresh developments of dancing, for even Tabourot, writing in the 16th century of the *valte*, which was the ancestor of our waltz, asks indignantly, "whether it be decorous for a young girl thus to straddle and stride, and whether in the waltz honours and health be not hazarded?" There appears to be no need, then, to take too violent alarm when once again our own day the cry of decadence in ball-room fashions is raised; for, as has been seen, most of the dances we now regard as decorous to the pitch of boredom were on their introduction assailed as the height of licence.

The view that the general style of our dancing is deteriorating is, however, plausible enough to merit consideration. Dancing always reflects the manners of the age. The age of Marguerite de Valois, when Tabourot wrote, combined rare magnificence of dress with rare freedom of behaviour; it is not surprising, therefore, that the worthy Canon was distressed at what he saw in its ball-rooms. Later, when "le grand siècle" in France and the "Augustan age" in England had made an elaborate science of etiquette, the dance underwent a transformation, and the dignified intricacies of the minuet replaced the rollicking *brantes* and *gallardes* of earlier periods. No time spent on the study of dancing and deportment was reckoned as wasted, and, as late as the days of Turveydrop, when "elegance" was still the crown of female perfection, each pupil of the dancing-master was expected to position as carefully as a *premiere danseuse*.

Such a state of things is inconceivable in our age, which Mr. Max Beerbohm has dubbed that of "the decline of the Graces." Whether we regret it or not, hockey rather than "deportment" is the study of the modern young lady; and it is impossible to expect her to return in the ball-room to a standard of ceremony which she has abandoned everywhere else. Such a change might gratify the chaperons; it would only terrify the modern young man. It is with his full approbation that dancing has become every day more hostile to the care for appearances. Even if it be true that a few young men are studying the "Tango," just as a few used to study the "Coke Walk," the "Tango" is not likely any more than the "Coke Walk" to survive. The days when Mme. Sacré could make young men of fashion pass hours in the study of the figure of the new "Lancers" quadrille are not going to return. The future will more probably lie with that tendency to "scamp" which has replaced the graceful "Barn Dance," by the elementary "Two Step," and which finally, by the invention of the "One Step," has reduced dancing to a simple prance round the room. The next stage would appear to be "Blind Man's Buff," which, we believe, a popular feature of Charles the Second's Court balls.

Another influence which has reached the ball-room is the subtle permeation of all our way of life by the American sense of the dignity of bustle. It was because the bands began to play so briskly that it became necessary, if waltzes were to be danced at all, to adopt the "Boston," in step in order to keep pace with the music. The "Boston" is choreographic "rag-time," and its grotesque pronouncement is highly exhilarating. The naive enjoyment of noise and capering as ends in themselves which marks many departments of American life, and which has borrowed many of its salubrious expressions from the revels of the negro population, is leading to a corollary rather than a courtly view of the function of the dance; and to it we owe the "Turkey Trot," the "Bunny Hug," and other gyrations no more serious in fact than gyrations in name. To some extent the tenderer

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that Beecham's Pills will be of great service to you if your stomach is out of order or your liver is sluggish. The conditions of life in these days are so strenuous that nearly everybody is at times overtaken by various derangements of the digestive organs. Even the strongest and healthiest occasionally require a little corrective medicine. It is worth remembering that thousands of people have proved that

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to dance for fun and not for display is normal and ineradicable, and for the moment at any rate it is too strong to be resisted. If frolic sometimes degenerates into rowdiness, this is mainly due to the abolition of the "Master of Ceremonies" at public balls. What is needed in certain quarters is a modern Beau Nash to discipline twentieth-century bores as effectively as the "King of Bess" did his turbulent west-country squires. This would at least put a stop to horse-play. But for a more sedate and gracious school of dancing we must wait until we have a more fastidious care for manners; the one is hardly to be attained without the other.

EASTERN EXTENSION.
AUSTRALASIA AND CHINA
TELEGRAPH CO.

WIRELESS TELEGRAPHY AND THE NEW CABLES.

The 79th Half-Yearly Ordinary General Meeting of the above-named company was held on the 20th ult. at Electra House, Rinsbury-pavement, London, Sir John Wolfe Barry, K.C.B., presiding.

The General Manager and Secretary (Mr. F. E. Hesse) having read the notice convening the meeting.

The Chairman stated that the gross revenue for the year 1912 amounted to £247,000, showing an increase over that for 1911 of £58,000, while the gross expenditure for the past year was within a few hundred pounds of that for 1911. The net profit for the past half-year was, roundly, £208,000, and after adding the amount brought forward, there remained an available balance of interim dividends of 2s. 6d. per share.

The usual quare were paid during the past year, and it was now proposed to distribute a like amount, making a total dividend of 5 per cent. for the year. It was also proposed to pay a bonus of 4s. per share, making a total distribution of 7 per cent. for 1912. After making the usual additions to the maintenance, ships, insurance, and depreciations funds, £100,000 of the revenue balance had been transferred to the general reserve fund, making, with the contribution for the previous six months, a total addition to that fund for 1912 of £175,000, against £125,000 in 1911. On the other hand, the general reserve fund had been debited with £50,000 as a further provision on account of investment fluctuations, making a total provision against depreciation of £200,000, which was practically the amount of depreciation on the 31st last. Since that date, however, the depreciation had further increased by about £217,000. The general reserve fund had also been debited with £86,700, the amount expended up to the end of last year in connection with the manufacture and laying of the first section of the new cables between Colon, Penang, Singapore, and Hongkong. The cost of their new cables would amount to about £750,000, which would be charged against the general reserve fund. Regarding the more important changes embodied in the new regulations of the company which formed the regulations of the share company to be submitted for the shareholders' approval, he stated that, in addition to the necessary changes to bring the company's somewhat obsolete articles

of association up to date, it was proposed to restrict the directors' borrowing powers, which were at present unlimited, to two-thirds of the nominal amount of the capital. Provision was also made for the appointment and payment of committees of the directors and for the holding of annual instead of half-yearly general meetings. He concluded by proposing a resolution for the adoption of the report and accounts and the payment of the dividend and bonus mentioned.

Mr. Francis A. Bevan seconded the motion.

The Chairman, in reply to a question, stated as regarded the construction of their new cables, it would be very unwise to let their traffic fall back for the want of proper cable facilities, and they could not stand still and await the development of wireless telegraphy, which might or might not compete with them for the world's traffic. So far as he was aware, nothing had occurred in the past year in connection with wireless telegraphy to affect the company's income.

The motion was carried unanimously, and resolutions were afterwards passed, re-electing the retiring directors and auditors, and approving the proposed new regulations of the company.

STORIES OF THE DAY.

MARK TWAIN'S FIRST EARNINGS.

A friend of Mark Twain (says *Tit Bits*) once asked him if he remembered the first money he earned. "Yes," he said; "it was at school, and a very painful recollection it is, too. There was a rule in our school that any boy marking his desk, either with pencil or knife, would be chastised publicly before the whole school or pay a fine of five dollars. Besides the rule there was a ruler; I knew it, because I had felt it; it was a darned hard one, too."

"One day I had to tell my father that I had broken the rule, and had to pay a fine or take a public whipping, and he said—"

"Sam, it would be too bad to have the name of Clemens disgraced before the whole school, so I'll pay the fine. But I don't want you to lose anything, so come upstairs."

"A few minutes later I came down with a bad feeling and the five dollars, and I decided that as I had been punished once, and got used to it, I would not mind getting the other licking at school. So I did, and kept the five dollars."

POLITICS IN THE HOME.

The militant suffragists and Mr. Lloyd George between them have a great deal more to answer for than they wot of, as the following story shows (says the *Daily Dispatch*). The eleven-year-old daughter of a well-known novelist who, it must be explained, disagrees most profoundly with his wife on the question of militancy and politics generally, was recently asked by her aunt, in the way aunts have, when she grew up, "ell," she replied, "it doesn't seem to be very nice to be married. Father and mother are always quarrelling about 'Votes for Women' and 'Mr. Lloyd George.' " "Oh, no, dear," said the aunt, "that's not quarrelling; that's arguing. It's quarrelling when people lose their tempers and go out and slam the door." "Yes," replied the child sadly, "that's it."

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[629-2]

READY FOR ALL EMERGENCIES.

Teased into it, Jones had gone with his wife on an excursion to the realm of bargains, and in the great building, with its many departments (says the *Western Mail*), he had become separated from his better half. For an hour at least he remained lounging impatiently at the junction of many ways, where lifts, stairs, and passengers met, and then, tired and angry, he approached the shop-walker.

"Sir," he said to the frock-coated and suave attendant in tones of righteous indignation, "I've lost my wife."

"Third floor and over the bridge for the mourning department!" came the reply, with stunning force.

ENGLISH AS SHE IS SPOKE.

"English as she is spoke" on the other side of the Channel has called forth the ire of a Frenchman, who insists that the notice put up at the Louvre on closed days for the benefit of English tourists—viz., "Way in not allowed," should be replaced by "No Admittance." This critical Gaul has evidently never seen the placard at another of the Paris Museums bearing the cryptic words "Enter to not," which apparently intend to convey the same meaning as "Way in not allowed," which, at any rate, has the merit of being quite comprehensible.

PASSENGERS.

ARRIVED.

Per *Luchow*, from Shanghai, Mr. and Mrs. Ferrier, Mrs. Seth, Mrs. Stafford, Mr. Brown, Mr. Osborne and Mr. Ashoon. Per *Atlantique*, for Hongkong, from Marseilles, Mr. R. P. Lesaint; from Colombo, Mr. R. P. P. Belys; from Singapore, Mr. W. H. T. Boanas, Mr. Y. Clarke; from Saigon, Mr. Mayedo and Mr. H. F. Muray.

Per *Pau Lant*, for Hongkong, from Yokohama, Mr. M. Potell, Mr. J. Baptiste; from Kobe, Mr. Dubuffet, Mr. Ebrahalyne, Mr. Nassan, Mr. Sakaguchi, Mr. and Mrs. Nashizuma-Oki-Matsubara, Mr. Suzuki, Mr. and Mrs. Tsuyumiyama, Mr. and Mrs. Izumi, Mr. and Mrs. Yuzumoto, Mr. Izumi, Mr. and Mrs. Mura-Hishiyuchi-Dai; from Shanghai, Mme. de Silva, Mr. Ritter, Mr. Babou and boy, Mr. E. Israel, Mr. Tyler and boy, Capt. Pidgey and boy, Mr. Jensen and boy, Mr. Wood, Miss Adams, Mr. A. Hanson, Mr. W. Ehrenstein, Mr. Mohrison, Mr. A. Marcel, Mr. Olliger, Miss Tommava, Mr. E. Conolly and infant, Mrs. Gibert and infant, Mr. Jassen, Mr. Craisson, Mme. Duplessis and 3 infants, Mme. Dolante, Mr. Bouguri, Mr. Boutier, Mr. Jean Coussé and Mr. D. M. Rynard.

Per *Tengo Maru*, for Hongkong, from San Francisco, etc., Mr. A. S. Anderson, Mr. E. Barnett, Mr. Oliver Beach, Miss F. Beach, Mr. H. S. Bissell, Mr. E. Bowditch, Jr., Mr. and Mrs. B. Brodsky, Mr. G. W. Brown, Mr. and Mrs. K. E. Clarke, Mr. John English, Mr. Tomas Evangelista, Mr. G. Felices and 2 children, Mr. S. Felices, Mr. H. Felices, Mr. G. W. Fenoli, Miss P. Frank, Mr. P. W. Fuller, Miss Lulu Fuller, Mr. W. Greene, Mr. E. Randolph Hix, Mr. Norman Hoyle, Mr. and Mrs. M. A. Katz, Mrs. F. Kerr, Mr. M. Koomen, Mrs. F. B. Land, 2 children and servant, Mr. and Mrs. W. B. Louder, Mr. F. Luchysinger, Mr. Seth Mann, Miss D. Mann, Mrs. S. Mannara, Mr. C. Marty, Mr. J. A. Merrill, Mr. I. Ortigas, Master I. Ortigas, Mr. W. L. Parsons, Mr. R. W. Randolph, Mr. V. Reyes, Mr. E. Rivera, Mrs. G. Sagusta, Mr. M. Salva, Mr. C. Sievert, Mrs. Leta Smith, Miss Ethel B. Smith, Miss Callie Smith, Mr. and Mrs. J. G. Schneider, Mr. J. G. Schneider, Jr., Miss Dorothy Starr, Mr. and Mrs. H. A. Thompson, Mr. W. A. Todd, Miss A. E. Vaughan, Miss T. Wellyoung, Mrs. and Miss R. Ynchausti.

DEPARTED.

Per *Rubi*, for Manila, Mr. E. Israel, Mrs. Montelivano and 2 children, Mr. S. Murata, Mr. A. M. do Santos, Miss M. Marti; for Iloilo, Mr. F. Pastoral.

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NOTICES TO CONSIGNEES.

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM SEATTLE, PORTLAND & JAPAN.

THE Steamship

"HARPAGUS,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be loaded at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHEW & Co., Ltd.,
Agents.

Hongkong, 13th June, 1913. [796]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 18th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 18th June, at 9.30 A.M.

All Claims must reach us before the 25th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 11th June, 1913. [794]

EAST ASIATIC COMPANY, LIMITED,
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship

"SIAM,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 9.30 A.M.

All Claims must reach us before the 25th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 11th June, 1913. [790]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA"

Arrived Hongkong on 15th June, 1913,

FROM AN INVER, LONDON, MALTA,

PORT SAID, SUEZ AND ST. PAUL.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th June, 1913. [1]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
LYMOUTH AND LONDON.THROUGH BILLS OF LADING ISSUED FOR
SINGAPORE, PENANG, COLOMBO, PORT SAID,
ALEXANDRIA AND SOUTH AFRICA PORTS.
THE Steamship

"ARCADIA,"
Captain S. Borcham, carrying His
Majesty's Mail, will be despatched from
this port for HONGKONG, on SATURDAY,
the 21st June, 1913, at Noon taking
passengers and cargo for the above ports in
connection with the Co.'s s.s. "Marmora,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into
the Mail Steamer proceeding direct to
Marseilles and London, other cargo for
London, &c., will be conveyed via Bombay
in the s.s. "Himalaya," due in London on
the 3rd August, 1913.

Passes will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 9th June, 1913.

THE "INDRA" LINE, LIMITED.

FOR BOSTON & NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRAKUALA,"
Captain A. H. Smith, will be despatched as
above on MONDAY, 23rd June.
This Steamer has superior accommodation
for a limited number of Saloon Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 10th June, 1913. [781]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "WRAY CASTLE"

On or about 3rd July.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 11th June, 1913. [624]

GLEN LINE (McGREGOR, GOW & Co.),
LIMITED.FOR HAVRE, LONDON AND
ANTWERP.

THE Steamship

"GLENSTRAE,"
Captain Jas. McGillivray, will be despatched
for the above ports on or about 15th July, 1913.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 11th June, 1913. [786]

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* left
Yokohama on the 15th June, at 4 p.m.,
and is due to arrive at Vancouver on the
27th June.

The P. & O. str. *Namur* is expected to
arrive at Colombo on the 28th June, at
5 a.m.

The Russian str. *Dania* left Vladivostok
via Foochow for this port, and is
due to arrive here on or about the 25th
June.

The I.G.M. str. *Prinz Eitel Friedrich*,
carrying the German mails with dates
from Berlin of the 26th May, left Colombo
on the 14th June, and may be expected
here on or about the 25th June.

The German str. *Bornco* left Sandakan
on the 12th June, and may be expected
here on or about the 17th June, at noon.

ON SALE.

MAIL TABLES

FOR 1913.

Shows the dates of departure of the Mails of
Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of return Mails.

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Hongkong 10th January, 1913.

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To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K.", nearest Hongkong "H.", midway between Hongkong and Kowloon "M.", and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's				2. From Harbour Master's to Blake Pier				3. From Blake Pier to Naval Yard				4. From Naval Yard to East Point								
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED	DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED	DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 15th July.	LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 15th July.	LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 15th July.
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LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
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LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
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LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.
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LONDON & ANTWERP	ARCADIA	Brit. str.	—	S. Borcham	P. & O. S. N. Co.	On 21st inst., at Noon.	LONDON & ANTWERP	ARCADIA												

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL
MARSEILLES VIA PORTS {PAUL LECAT} On 17th June, at 1 p.m.
Capt. Valat

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Marseilles.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 23rd June. Connecting with "KATANGA" 10th July.
From Colombo: 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIE" On 21st June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.**A P C A R LINE.**

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Captain Sullivan, will be despatched
for MIKE, KOBE and MOJI on 30th June.
S.S. "ARRATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched
to SHANGHAI, KOBE and MOJI on 4th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 25th June.
S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.E., will be despatched
as above on 30th June.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a daily qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 14th June, 1913.

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE 11,000 tons.		Pacific) through Service via
CHINA 10,200 tons.	SPEED.	NEW YORK to Europe.
PERSEA 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £245. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS	Tons	Starting
PERSEA	9,000	TUESDAY, 1st July, at Noon.
KOREA	18,000	FRIDAY, 4th July, at 1 p.m.
SIBERIA	18,000	SATURDAY, 19th July, at 1 p.m.
CHINA	10,200	TUESDAY, 29th July, at 3 p.m.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 p.m.
NILE	11,000	TUESDAY, 19th Aug., at 3 p.m.
MONGOLIA	27,000	TUESDAY, 26th Aug., at 1 p.m.
PERSEA	9,000	TUESDAY, 16th Sept., at 3 p.m.

Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
1st July	PERSEA ... 3rd July	21st June	PERSEA ... 23rd June
4th July	KOREA ... 6th July	19th July	CHINA ... 21st July
29th July	CHINA ... 31st July	27th July	MANCHURIA ... 29th July
19th Aug.	NILE ... 21st Aug.	9th Aug.	NILE ... 11th Aug.
16th Sept.	PERSEA ... 18th Sept.	17th Aug.	MONGOLIA ... 19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 17th JUNE, 1913.	
8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "FATSHAN"	5 p.m. "KINSHAN"
WEDNESDAY, 18th JUNE, 1913.	
8 a.m. "HEUNGSHAN"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	5 p.m. "FATSHAN"

A Telephone service has been recently installed on the Canton Company's steamers.
Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22nd JUNE, 1913.

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamship connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "RAINAM," 583 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SALAN." These vessels have superior
Cabin accommodation and are lighted by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO**SCENIC ROUTE**

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC**DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. "TUNTO MARU" ...	22,000 tons.
S.S. "CHITO MARU" ...	22,000 tons.
S.S. "SEINTO MARU" ...	22,000 tons.

S.S. "NIPPON MARU" ... 11,000 tons. (INTERMEDIATE.)

S.S. "HONGKONG MARU" ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western-
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver

WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via SUEZ, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "KOERBER," 9,900 tons, will leave as above on 15th July, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no mix-up, no tips, no inside cabins. Doctor,
Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.
S.S. "GISELA" will leave as above about 1st July. (For Cargo only).
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No mix-up. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £2.15, II £2.1.6.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basle, Lausanne, Calais or Boulogne, Class I £2.15, II £2.1.6.

BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Calais or Boulogne, Class I £2.15, II £2.1.6.

BY NORDEN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £2.15, II £2.1.6.

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 1st July, at 6 a.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND" 12,000 tons, will leave as above about 23th June.

Cargo/taker at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDELL, WIELER & Co., Agents,

Hongkong, 16th June, 1913. Prince's Building.

**SWEDISH EAST ASIATIC
CO., LTD.**

GOTHENBURG

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION,
DESTINATION STEAMERS TONS DATE OF SAILING)

SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... About 20th June.

KOBE and MOJI ... "CEYLON" ... 9,000 ... About 20th June.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOR FRON.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
STEAMER	NOON, SATURDAY	STEAMER	SUNDAY	SATURDAY
ARCADIA ...	June 31	MARMORA ...	July 20	July 26
DEVANHA ...	July 5	MEDINA ...	Aug. 3	Aug. 9
CHINA ...	July 19	MALDANIA ...	Aug. 17	Aug. 23
ASSAYE ...	August 2	MALAJA ...	Aug. 31	Sept. 6
DELTA ...	August 16	MONGOLIA ...	Sept. 14	Sept. 20
ARCADIA ...	August 30	MAEDONIA ...	SATURDAY	FRIDAY
DEVANHA ...	Sept. 13	MALWA ...	Sept. 27	Oct. 3
ASSAYE ...	Sept. 27	MOLTA ...	Oct. 11	Oct. 17
CHINA ...	October 11	MOLTA ...	Oct. 25	Oct. 31
DELTA ...	October 25	MOLTA ...	Nov. 8	Nov. 14
INDIA ...	Nov. 8	MOLTA ...	Nov. 22	Nov. 28
		MOLTA ...	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also in
the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £49.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NUBIA ...	June 25	July 31	Aug. 10
SUNDA ...	July 9	Aug. 15	Aug. 24
SARDINIA ...	July 23	August 29	Sept. 7
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 5
NANKIN ...	September 3	October 9	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NORE ...	October 1	Nov. 5	Nov. 16
NILE ...	October 15	Nov. 19	Nov. 29
SYRIA ...	October 29	Dec. 3	Dec. 11
SUMATRA ...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " £38.10 " £57.4 "

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. Kon.	12,500	WED'DAY, 18th June, at 4 p.m.
	MISHIMA MARU Capt. A. E. Moscos.	16,000	WED'DAY, 2nd July, at Daylight.

VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	AWA MARU Capt. R. Shimizu.	12,500	TUESDAY, 17th June, at 4 p.m.
	SADO MARU Capt. A. Sawa.	12,500	TUESDAY, 1st July, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler.	9,300	WED'DAY, 2nd July, at Noon.
	INABA MARU Capt. S. Tominga.	12,500	WED'DAY, 30th July, at Noon.

CALCUTTA via SINGAPORE, PENANG & RANGOON

BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori.	12,500	MONDAY, 23rd June.
KOBE and YOKOHAMA	ATSUTA MARU Capt. J. Nagao.	16,000	THURSDAY, 19th June, at 11 a.m.
KOBE and YOKOHAMA	TOSA MARU Capt. Sato.	12,000	MONDAY, 23rd June.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tominga.	12,500	WED'DAY, 2nd July, at 11 a.m.

SHANGHAI, MOJI, KOBE and YOKOHAMA	KAWACHI MARU Capt. Christiansen.	12,500	TUESDAY, 17th June.
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Equipped with New System of Wireless Telegraphy. Cargo only

**REDUCED SUMMER RATES
BETWEEN
HONGKONG AND JAPAN PORTS.**

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$31	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 232 and 1241.

(11-12-13)

OVOCITIN NERVE FOOD.

Ovocitin is a Combined Nerve Food made on strictly scientific principles. Besides other approved ingredients that are blood-forming tonics, it contains 25% Lecithin Albumen, which is well-known on account of its high physiological importance. Ovocitin is the best and most efficient nourishment in case of nervousness and accompanying symptoms, loss of appetite, sleeplessness, etc.

Sole Manufacturers:

**HESSE & GOLDSTAUB,
HAMBURG.**

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

AHMLING'S GOUT FLUID

A remarkable and guaranteed innocuous remedy of quick and excellent effect against GOUT, RHEUMATISM, ISCHIAS, etc.

Two Teaspoonfuls to be taken 10 minutes before each meal and before going to bed.

Sole Manufacturers:

AHMLING & CO., Hamburg.

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

KAYSER'S PAINTS

"Perfect" Powder Paints,
Oil Paints,
Dry Paints,
Ship's Paints,
Varnishes.

Are World Renowned.

**KAYSERWERKE KAYSER & Co
LUEBECK.**

General Agent for Hongkong and China:

HUGO C. A. FROMM.

Hongkong, 21st May, 1913.

NOTICE POST OFFICE

The Money Order Office has been removed from the Ground Floor to the First Floor of the Post Office Building.

The *Linn* is due to arrive here to-morrow, with the London Mails (via Siberia) of Friday, the 20th ult.

The *Dynasty*, with the English Mail, left Singapore on Saturday, the 14th inst., at 8 a.m., and is expected to arrive here to-morrow, at 6 p.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 14th May, and for despatch overland on the 21st May.

FOR	PER	DATE	TIME
Swatow	Johanne	Tuesday, 17th	8.00 A.M.
Amoy	Glanville	Tuesday, 17th	9.00 A.M.
Swatow, Amoy and Hongkong	Wenchow	Tuesday, 17th	10.00 A.M.
Japan via Kobe	Wenchow	Tuesday, 17th	10.00 A.M.
Swatow and Amoy	Wenchow	Tuesday, 17th	10.00 A.M.
PHILIPPINE ISLANDS, JAPAN VIA NAGASAKI, CANADA, HONOLULU, UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO			
Nippon Maru			
Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via MARSEILLES (Late Letters 11 to Noon Extra postage 10 cents)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)			
Siam			
Macao			
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin			
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash.			
Philippine Islands, North China, and Japan via Kobe			
Bangkok			
Straits and Colombo			
Hohow, Haiphong, Pakhoi and Saigon			
Haiphong, Pakhoi and Saigon			
Swatow			
Shanghai and North China			
Japan via Kobe			
Swatow, Amoy and Foochow			
Macao			
Straits and Ceylon			
Amoy, Weihaiwei and Tientsin			
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)			
Hohow, Haiphong, Pakhoi and Saigon			
Straits and India via Calcutta			
Macao			
Shanghai and North China			
Haiphong, Pakhoi and Saigon			
Macao			
Japan via Nagasaki			
Philippine Is., Timor, Australia, Tasmania and New Zealand via Port Darwin			

BLACK AND WHITE WHISKY.



GARNER, QUELCH & Co.

COMMERCIAL

CLOSING QUOTATIONS

ON LONDON	ON LONDON
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills at 4 months' sight	1/11 1/2
ON PARIS	ON PARIS
Bank Bills, on demand	251
Credits, at 4 months' sight	251
ON GERMANY	ON GERMANY
On demand	203
ON NEW YORK	ON NEW YORK
Bank Bills, on demand	483
Credits, at 60 days' sight	483
ON HAMBURG	ON HAMBURG
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA	ON CALCUTTA
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI	ON SHANGHAI
Bank, at sight	224
Private, 30 days' sight	224
ON YOKOHAMA	ON YOKOHAMA
On demand	224
ON MANILA	ON MANILA
On demand	85
ON SINGAPORE	ON SINGAPORE
On demand	119 1/2
ON BATAVIA	ON BATAVIA
On demand	119 1/2
ON HANKOW	ON HANKOW
On demand	119 1/2
ON SOERABAYA	ON SOERABAYA
On demand	119 1/2
GOVERNMENTS, Bank's Buying Rate	GOVERNMENTS, Bank's Buying Rate
GOLD LEAF, 100 fine, per tool	\$52.70
SILVER, per oz.	27 1/2

SUBSIDIARY COINS

Chinese	20 cents pieces	88.24 discount
Chinese	10 "	88.40 "
Hongkong	10 "	88.10 "
Hongkong	10 "	88.50 "

MAILS VIA SIBERIA

London	Shanghai
May 30th	June 14th
May 31st	June 15th

SHARE LIST—QUOTATIONS.

HONGKONG, 16th JUNE, 1913.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS	RETURN ON BASIS OF LAST DIV'D.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$805, sales	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$104, sal. & buy.	10 p.c.
China Light and Power Company, Ltd.	50,000	\$1	all	\$4.60, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$1	all	\$9, sellers	7 1/2 p.c.
COTTON MILLS.					
Euro Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 137 1/2, sales	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$1	all	\$9 1/2, sales	6 p.c.
DAIRY FARM COMPANY, LIMITED					
DOCK AND WHARVES					
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$90, buyers	6 p.c.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$84, sal. & buy.	5 p.c.
New Amoy Dock Co., Limited	10,000	\$10	all	\$2 1/2, buyers	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 10	all	Tls. 50, sellers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 10	all	Tls. 50, buyers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 10	all	\$6.60, buyers	
Green Island Cement Co., Limited	10,000	\$10	all	\$37 1/2, buyers	5 1/2 p.c.
Hongkong Electric Co., Limited	120,000	\$50	all	\$12, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited	8,000	\$80	all	\$25, buyers	
Manila Metropolitan Hotel Limited	15,000	\$15	all	\$184, sellers	7 p.c.
Hongkong Ice Company, Limited	5,000	\$50	all	\$184, buyers	10 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$2 1/2, buyers	
Hongkong South China Steam Navigation Co., Ltd.	15,000	\$15	all	\$4, sellers	
Hongkong Stevedoring Co., Ltd.	15,000	\$15	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	7/3	
INSURANCE					
Canton Insurance Office Co., Limited	10,000	\$25	all	\$295	6 p.c.
China Fire Insurance Co., Limited	20,000	\$20	all	\$147, sales	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	10,000	\$10	all	\$57, buyers	7 p.c.
North China Insurance Co., Limited	10,000	\$10	all	Tls. 134, buy.	
Union Insurance Society, Limited	10,000	\$10	all	\$790, buyers	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	10,000	\$10	all	\$185, buyers	7 1/2 p.c.
LANDS AND BUILDINGS.					
Hongkong Land Investment Agency Co., Ltd.	20,000	\$100	all	\$110, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	10,000	\$10	all	\$9, sellers	6 p.c.
Hampshire Estate and Finance Co., Ltd.	10,000	\$10	all	\$40, buyers	8 p.c.
Kowloon Land and Building Co., Ltd.	75,000	Tls. 3	all	Tls. 22	
Shanghai Land Investment Co., Ltd.	12,500	\$12.50	all	\$74, buyers	7 p.c.
West Point Building Co., Limited	25,000	\$25	all	\$1.50, buyers	
Masthead Point Building Co., Limited	25,000	\$25	all	\$1.50, buyers	
Landbouy-exploitation in Langkat	1,000,000	\$1	all	\$3.9	
MISCELLANEOUS					
Chinese Engineering and M. Co., Ltd.	20,000	\$20	all	4/3, buyers	
Heawood Tin and Rubber Estate Ltd.	20,000	\$20	all	\$380, sellers	
Raub Australian Gold Mining Co., Ltd.	160,000	\$16	all	73 1/2	
Trojan Mines, Limited	20,000	\$20	all	\$0.01	
Peak Tramways Co., Limited	20,000	\$20	all	\$0.90	
Philippine Co., Limited	13,200	\$13.20	all	\$20, sellers	
Pulper et Papeteries du Tonkin Societe des					
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$10	all	\$105, sellers	5 p.c.
Luxon Sugar Refining Co., Limited	7,000	\$7	all	\$37, sellers	
STEAMSHIP COMPANIES.					
Cebu and Manila Steamship Co., Ltd.	50,000	\$50	all	\$11 1/2, sellers	4 1/2 p.c.
Longhai Steamship Co., Limited	20,000	\$20	all	\$30, sellers	
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000	\$60	all	\$92, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000	\$60	all	\$109 1/2	
Shell Transport & Trading Co., Ltd.	2,500,000	\$2.50	all	\$5 1/2, buyers	4 p.c.
Star Ferry Company, Limited	6,000	\$6	all	\$24, sellers	
South China Morning Post, Limited	2,000	\$2	all	\$4.60, sellers	
Steam Laundry Company, Limited					
STORES AND DISPENSARIES					
Campbell, Moore & Co., Limited	50,000	\$50	all	\$5	4 1/2 p.c.
Gande, Price & Co., Limited	10,000	\$10	all	\$10, buyers	
Fowell, W.D., Limited	10,000	\$10	all	\$5.15, buyers	
Watson & Co. A.S. Limited	10,000	\$10	all	\$25, buyers	
Weissmann, Limited	10,000	\$10	all	\$5.50	8 p.c.
United Asbestos Oriental Agency Ltd.	10,000	\$10	all	\$5, buyers	7 1/2 p.c.
Union Waterboat Co., Limited	50,000	\$50	all	\$4, buyers	

Para Rabbit in London	Amount	Value	Interest	Quotation
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